

SECURITY INFORMATION

COUNTRY East Germany

REPORT

TOPIC Welzow Airfield

EVALUATION

PLACE OBTAINED

50X1-HUM

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

2 December 1952

REFERENCES

PAGES 1

ENCLOSURES (NO. & TYPE)

50X1-HUM

REMARKS

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1. Two connecting lanes were observed between the runway and northwestern taxiway at Welzow airfield. One was located shortly before the point where the taxiway turns to the northwest and the other one was about in the middle between the south end of the runway and the flight control station. Two additional connecting lanes were between the runway and the southeastern taxiway. One lane was close to the flight control station, and the other one was about in line with the supply dump. A large concrete dispersal area was along the southeastern taxiway between the flight control station and the administration building. The angle formed by the south end of the runway and the southeastern taxiway is more pronounced than previously reported. The spur track extended parallel to the taxiway in line with the supply dump. Just southeast of the flight control station, there was a fuel dump in a gravel pit with 27 containers, each with a capacity of 50,000 liters. After the tanks had been installed, they were again dug out because they were not sufficiently insulated. The filler necks of the containers were exactly 8 meters below the surface of the ground. On 8 November, reconstruction work was still in progress on the flight control building. Three hardstands were observed in the extension of the taxiway which runs from the north end of the runway toward the southeast.¹

2. The shrapnelproof walls consisting of concrete slabs were not erected around the entire hardstand, as was originally planned, but only along the rectangular concrete extensions, each 12 x 36 meters. The concrete walls opposite each other were 18 meters apart. They did not reach as far as the round section of the hardstand. At the other end of the rectangular extension, they continued at an angle of about 45 degrees. The gap between the two ends was closed by a V-shaped concrete wall. The revetment was tapering and filled with sand. Some revetments were completed. It appeared that the shrapnelproof aircraft revetments were to be camouflaged on the top.²

1. Comment. The installation of 27 fuel containers is reported for the first time. This would indicate a present capacity of 1,350,000 liters. For course of taxiways and other installations at the field, see Annex 1.

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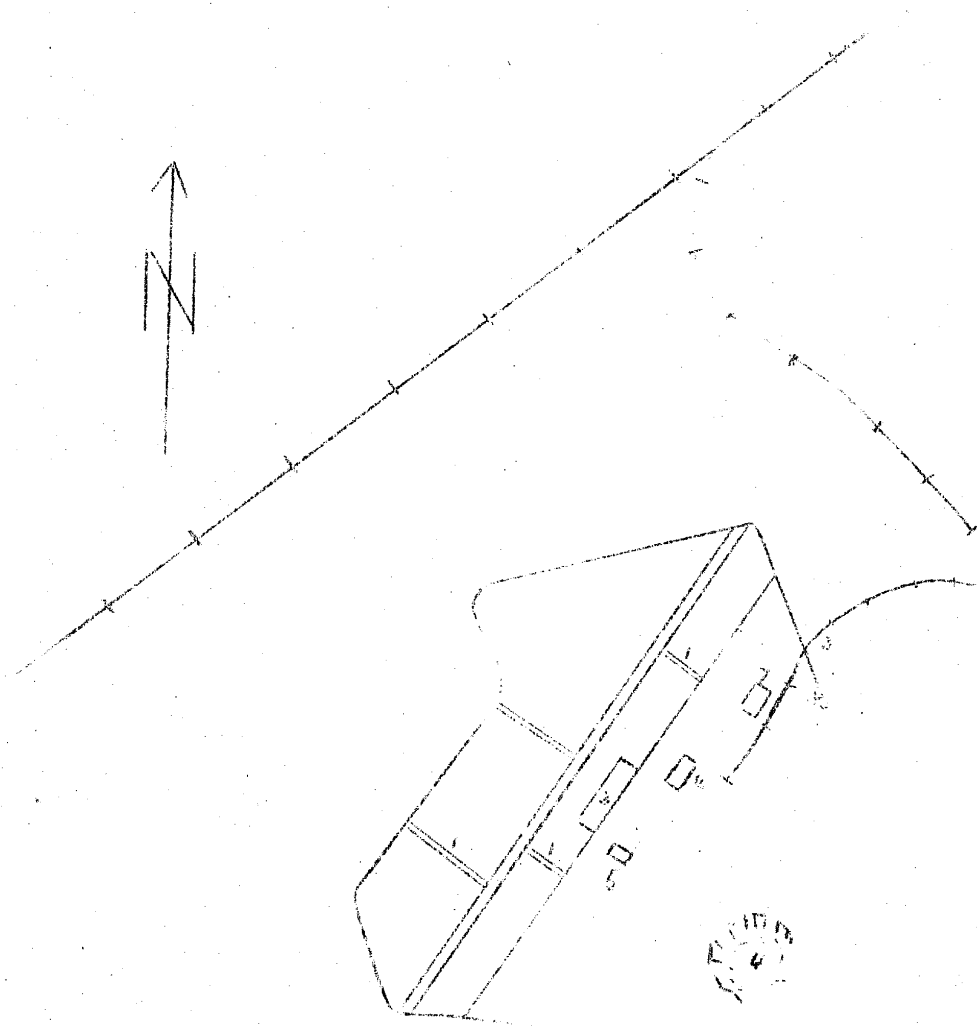
2. Comment. For sketch of shrapnelproof aircraft revetments, see Annex 2.

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CLASSIFICATION SECRET

Belzoni Airfield

SECRET/

Legend:

1. Loan cattle lanes
2. Dispersal area
3. Spur track
4. Fuel dump
5. Flight control station
6. Administrative building
7. Supply dump

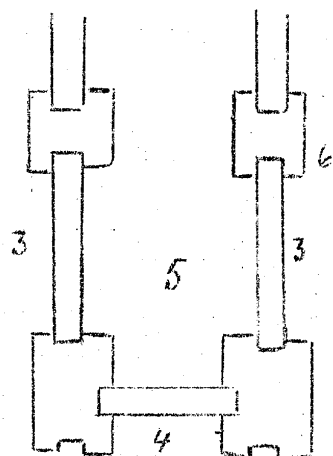
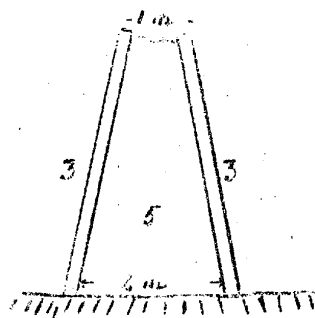
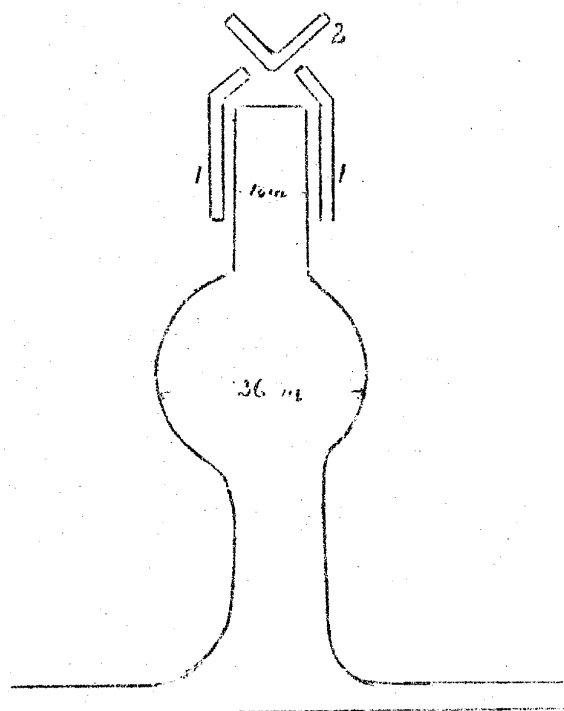
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Shrapnelproof Aircraft Revetment at Feltow Airfield

SECRET

Legend:

- 1 Concrete-faced walls
- 2 V-shaped protection wall
- 3 Concrete slabs
- 4 Front wall
- 5 Sand
- 6 Reinforced concrete poles

SECRET